

Claims

1. A transmission suspension structure for a rear engine vehicle, mainly buses, where the drive engine and the gearbox are built uniaxially to form a rigid transmission unit, which has suspension brackets in front of and behind the center of gravity of the unit, in respect of the geometric axis of rotation of its main axis, the suspension bracket(s) behind the center of gravity is (are) adjoined to the gearbox, a further two suspension brackets are adjoined to the lower ends of the two suspension bars holding the transmission, and at the upper ends of the said suspension bars there are flexible adjoining members for linkage to the body of the bus in the vicinity of its right hand side and left hand side walls,

characterised in that

on each side of the drive engine /3/ there is a flexible suspension bracket /8, 9/ and connected to them there is a suspension bar /20/ for each, which are arranged inclined towards the center of gravity of the transmission unit /2/ and also towards the sidewalls of the body.

2. The mechanism according to Claim 1,

characterised in that

the suspension bars /20/ – projected to the centerline of the body – include an angle of approx. 15 degrees with the vertical.

3. The mechanism according to Claim 1,

characterised in that

the suspension bars /20/ – projected to the cross sectional vertical plane of the body – include an angle of approx. 30 degrees with the vertical.

4. The mechanism according to Claim 1,

characterised in that

at the upper and/or lower end /23/ of the suspension bar /20/, the flexible jointing member is designed as a rubber joint /21/, which has a through pin /22/ normal to the axis of the suspension bar /20/ with a fixing member on both sides of the rubber joint /21/.